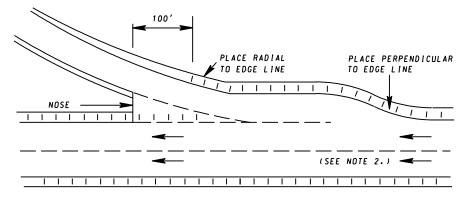


ENTRANCE TERMINALS



EXIT TERMINALS

250' FOR DESIGN SPEEDS OF 50. 55 OR 65 MPH. 300' FOR DESIGN SPEEDS OF 70 OR 75 MPH. RUMBLE STRIP PATTERN 50' TRAFFIC FLOW

(SEE NOTE 3.)

RUMBLE STRIPS IN ADVANCE OF CRITICAL LOCATIONS

NOTES

1. SEE CONSTRUCTION DRAWING STD MD 670.01 FOR RUMBLE STRIP DETAILS.

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APPROVAL 3-31-04

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- 2. AT ENTRANCE AND EXIT TERMINALS. THE OUTSIDE SHOULDER PATTERN SHOULD BE EXTENDED TOWARD THE RAMP JUNCTURE AS FAR AS POSSIBLE, AND THEN SHIFTED OVER TO THE OUTSIDE SHOULDER OF THE TERMINAL AREA. THE "NOSE" OF AN ENTRANCE OR EXIT TERMINAL IS A LOGICAL REFERENCE POINT. ON EITHER TERMINAL EXTEND THE PATTERN 100' INTO THE TERMINAL AREA AND THEN TRANSFER TO THE OUTSIDE SHOULDER.
- 3. RUMBLE STRIPS, WHEN USED IN ADVANCE OF CRITICAL LOCATIONS, SUCH AS APPROACHES TO NARROW BRIDGES, IN GORE AREAS, AND AHEAD OF TRAFFIC BARRIER END TREATMENTS. SHOULD BE PLACED AS SHOWN.

SPECIFICATION CATEGORY CODE ITEMS 610 Kil G. MECALL
DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT **APPROVED** APPROVAL • SHA APPROVAL • FEDERAL

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StateHighway

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LOCATION OF SHOULDER **RUMBLE STRIPS AT** CRITICAL LOCATIONS

MD 670.02 STANDARD NO.